

THE COQUILLE HERALD

VOL. 34, NO. 26

COQUILLE, COOS COUNTY, OREGON, TUESDAY, MARCH 21, 1916.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Order

A. F. & A. M.—Regular meeting of A. F. & A. M., meets every Saturday night in Masonic Hall, every Saturday night in each month on or before the full moon. L. A. LILLQUIST, W. M. R. H. MAST, Secretary.

O. E. S.—Regular meeting of Bonham Chapter No. 6, second and fourth Friday evenings of each month, in Masonic Hall. ERMA LILLQUIST, W. M. ANNA LAWRENCE, Sec.

I. O. O. F.—Coquille Lodge No. 53, I. O. O. F., meets every Saturday night in Odd Fellows Hall. H. B. MOORE, N. G. J. P. LAWRENCE, Sec.

M. W. A.—Regular meetings of Beaver Camp No. 10,550 in M. W. A. Hall, front street, first and third Saturdays in each month. H. B. TOZER, Consul. F. C. TRICE, Clerk.

K. N. A.—Regular meeting of Laurel Camp No. 2972 at M. W. A. Hall, front street, second and fourth Tuesday nights in each month. MABEL SAMPSON, Oracle. LAURA BRANDON, Rec.

W. O. W.—Myrtle Camp No. 197, meets every Wednesday at 7:30 p. m. at W. O. W. Hall. LOE CURRIE, C. C. JOHN LENNIE, Sec.

EVENING TIDE CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall. HARRY B. BURKHOLDER, G. N. MARY A. PIERCE, Clerk.

FARMERS UNION—Regular meetings second and fourth Thursdays in each month in W. O. W. Hall. FRANK BURKHOLDER, Pres. O. A. MINTONYE, Sec.

FRATERNAL AID No. 298, meets second and fourth Thursdays each month at W. O. W. Hall. MRS. CHAR. EYLAND, Pres. MRS. LOBA HARRINGTON, Sec.

Educational Organizations and Clubs

WOMAN'S Study Club—Meets 2:30 p. m. at city library every second and fourth Monday.

HARRIET B. LONGSTON, Pres. FRANCES E. EPPERSON, Sec.

COQUILLE EDUCATIONAL LEAGUE—Meets monthly at the High School Building during the school year for the purpose of discussing educational topics. BIRDEK SKEELS, Pres. EDNA HARLOCKER, Sec.

KO KEEL CLUB—A business men's social organization. Hall in Laird's building, Second street. L. J. GARY, Pres. W. C. ENDICOTT, Sec.

COMMERCIAL CLUB—Laird J. GARY, President; L. H. HAZARD, Secretary.

Transportation Facilities

TRAINS—Leave, south bound 8:10 a. m. and 2:40 p. m. North bound 9:20 a. m. and 4:20 p. m.

BOATS—Six boats plying on the Coquille river afford ample accommodation for carrying freight and passengers to Bandon and way points. Boats leave at 7:30, 8:30, 9:20 and 9:50 a. m. and at 1:00, 3:30 and 4:45 p. m.

STAGE—J. L. Laird, proprietor. Departs 5:30 p. m. for Roseburg via Myrtle Point, carrying the United States mail and passengers.

POSTOFFICE—A. F. Linegar, postmaster. The mails close as follows: Myrtle Point 7:40 a. m.; 5:20, 2:35 p. m. Marshfield 9:00 a. m. and 4:15 p. m. Bandon, way points, 8:45 a. m. Norway and Arago, 12:55 p. m. Eastern mail 5:20 p. m. Eastern mail arrives 7:30 a. m.

City and County Officers

Mayor—A. T. Morrison
Recorder—J. S. Lawrence
Treasurer—R. H. Mast
Engineer—P. M. Hall-Lewis
Marshal—A. P. Miller
Night Marshal—Oscar Wickham
Water Superintendent—S. V. Epperson
Fire Chief—W. C. Chase
Councilmen—Jesse Byers, C. T. Skeels, C. L. Kime, Ned C. Kelley, W. H. Lyons, O. C. Sanford. Regular meetings first and third Mondays each month.

Justice of the Peace—J. J. Stanley
Constable—H. W. Dunham
County Judge—James Watson
Commissioners—W. T. Dement, Geo. J. Armstrong
Clerk—Robt. Watson
Sheriff—Alfred Johnson, Jr.
Treasurer—T. M. Dimmick
Assessor—T. J. Thrift
School Supt.—Raymond E. Baker
Surveyor—C. F. McCulloch
Coroner—F. E. Wilson
Health Officer—Dr. Walter Culin

Societies will get the very best PRINTING at the office of Coquille Herald

FROM THE NATIONAL CAPITAL

Events of Interest Reported For The Herald.

(By J. E. Jones.)

ANXIOUS DAYS

These are anxious days in Washington, and the controversies in administration and legislative affairs are distressing, and the present condition fraught with great danger. Viewed from a political standpoint the outcome of all the discussion is apt to lead to all sorts of complications at Chicago and St. Louis. The country is in a state of quiver—and cool heads are striving to keep the nation out of the great world conflict.

SOME DOMESTIC PROBLEMS

The old, old questions of conservation, water powers, public buildings, rivers and harbors improvements, and the like, are in the foreground on Capitol Hill. Secretary Lane recently issued a statement to the effect that a substitute had been found for potash. One of the big questions given particular attention since the beginning of the war concerns the production of American fertilizers. European farmers have been producing on the average of about twice as much on every acre of land as is being done in the United States, and our lawmakers have decided the fertilizer problem is responsible for the great disparity.

FERTILIZING—AT HOME AND ABROAD

Recent public hearings before a committee of Congress point out the fact that Germany has a system of fertilization seven times as great per acre as that afforded the American farmer. Germany has solved the problem of cheap water power and is therefore able to take nitrogen for fertilizers from the air, and the price of the product is cut half in two. When, in our wisdom, the United States went pell mell to the support of the "conservation movement" a few years ago, we made the peculiarly common American mistake of going so far that we locked up our best water powers, thereby depriving them of their industrial value, which was bad for industry and commerce. As a result, the foreign countries swept ahead of us in producing cheap fertilizers and the American farmer suffered from gradually increasing prices. Cheap fertilizers for the American farmer are now promised if two bills now before the Senate are favorably acted upon. These are by Senators Shields of Tennessee and Myers of Montana. President Wilson, Secretary Lane and former Secretary Garrison have been urging water power legislation, and they have each endorsed one or the other of the above bills. While American business enterprise now stands ready to establish water power industries necessary to nitrate production, and thereby eventually cut fertilizer prices, they are prevented because, as Senator Shields says, our country is "bound and chained by archaic laws and conditions created before the invention of the steam turbine or the discoveries of these new sciences and industries." Therefore the United States is paying millions of dollars a year for its nitrates. Chile is receiving \$21,000 a day as a tribute to Uncle Sam's neglect to utilize his own great resources and the American farmer is footing the bill.

THE USE OF WATER POWERS

The development of the water power industry in Europe reached the point where 1,200,000 water power was utilized for nitrogen extraction, before the war, while the United States with its 61,000,000 horse power available, is not using a single horse power for the above purpose. On the other hand Canada has been pulling the industry across the border, and on their side of Niagara Falls there is a great institution, which was turned away from the United States, on account of our obsolete laws. These industries that have gone over into Canada have represented millions of dollars in investments; and the American farmers are now paying freight on the products from these plants. That the farmers through-

out the country are vitally interested is attested by the constant increase in correspondence regarding this subject, that is finding its way to the desks of Congressmen.

THE "PLATTSBURG IDEA"

Reports to the War Department show that military training camps, founded on the "Plattsburg idea," will be held in at least seven points in the United States, this summer. Indications are that more than thirty thousand men will undergo military training under regular army officers in these camps.

The location of the camps will extend from coast to coast and as far north as Lake Champlain—the site of the original Plattsburg camp—and as far south as Atlanta and San Antonio.

The "Plattsburg idea" is unique, army officers say, in that it is promulgating no legislative propaganda. Its whole idea, they say, is to afford opportunity to every man to take a few weeks' military training under some of the best army officers in Uncle Sam's service. Interest in the "Plattsburg idea" has advanced so greatly since the camps of last summer, in which about two thousand students, business and professional men participated, at Plattsburg, that a Military Training Camps Association has been organized with headquarters at 31 Nassau street, New York City. The association has undertaken the work of enrolling the applicants for admission to this year's camps. They are coming in by the hundreds and will be rapidly assigned to the camps for the period of time which may suit the men wishing to enroll. The first camp will be that at Fort Oglethorpe, Ga. It begins April 3 and lasts until April 30. The second camp there will cover the period a month later and the third the month of June, the fourth from July 5 to August 8. The first camp at Plattsburg begins June 5 and will be followed by four other camps, the last of which closes October 5. The camp at San Antonio, Texas, will open early in June. That at Monterey, California, will open early in July. Another will be held in the middle West, probably at Chicago, and others at Salt Lake, Utah, and another at American Lake, Washington. The whole aim of the military training camps is to give men four or five weeks of military instruction under regular army officers. The work of the camps is supplementary to the work of the militia in the different states and affords opportunity to men whose business or professional or home ties, or even distance from cities will not permit them to participate at regular intervals over an extended period of service in the national guard but who can give a few weeks each year, under field conditions, to military training.

In behalf of the movement it is asserted that the result to be attained is not only the military training with its physical and moral advantage but the even bigger idea of developing a sense of obligation and patriotism, and in unifying and strengthening the Nation. The foremost college presidents of the country are behind the idea and are assisting in the enrollment of students, which will be very large this year. The installment of the idea of national service is large in the minds of those who are giving their time to forwarding the Plattsburg movement. Those who have seen the work see as a result of it the possible foundation for a national army. Delancy K. Jay, of New York City, who served at the first Plattsburg camp, and who has been made executive secretary of the Military Training Camps Association, is sending information to all men who may desire to serve in any of the camps. Mr. Jay already reports large enrollment and says the outlook for the success of the camps throughout the country is even greater than the founders of the "Plattsburg idea" contemplated.

SPIES AND LOBBIES

Another "exclusive story" about a German lobby working in Washington has been inflicted on an already over-taxed public mind. There are other stories every week or two about spies, plots and divers

OREGONIAN GIVES US GOOD BOOST

The Force of Editorial Utterance Given to Some Accurately Expressed Truths about Coos County

The Oregonian of a recent date has as its leading editorial an article headed "Coos County's Future," which should be of the greatest value to this section in the way of spreading real information before the outside world. It is evidently written by Addison Bennett, who recently came down here in the interests of the Oregonian, and who is familiar with his subject and always has a good word to say for Coos. It is well worth reproducing in full and is given below.

Coos County is soon to have a long-desired grand opening. The hopes, the ambitions, the labors and the planning of years are to be realized with the coming of the Southern Pacific Company's new line into one of Oregon's richest districts. A study, therefore, of Coos County and its development is interesting and expedient at this time.

The census of 1910 gave Coos County a population of 17,959, Marshfield, the largest place in the county, having 2,980. Other towns, Bandon, Coquille, North Bend and Myrtle Point, had perhaps nearly twice as many people as Marshfield, thus giving the county an urban population of between 9,000 and 10,000, and leaving a rural population of something like 8,000. There is now another town, Powers, with a population probably in excess of 1,000; but this population is made up practically of old residents of the county, largely from Marshfield. Thus, taking the county as a whole, there is a rural population of something like forty per cent, which is a good showing and better than many of our Oregon counties.

Since 1910 Coos has grown more rapidly in population than almost any other Oregon county. There are only two that have approached the Coos progress, and the growth continues. At present a visitor may well wonder how this growth has been made and continues in the face of the handicap of inadequate traveling facilities. It is far from a pleasure jaunt to get from any other portion of Oregon to Coos Bay and return.

There have been, and still are, several ways to get to and from the Coos country. One is by steamer from Portland. In fine weather it is not a bad trip, although there are two bars to cross and there never has been a first-class vessel running on schedule. There is a number of small coast vessels entering the bay. They carry passengers from the ports along the coast and from Portland. Another route still in operation is by stage from Roseburg to Myrtle Point, thence by rail to the bay. Still another is by stage from Drain to Scottsburg, thence down to Winchester Bay by boat, along the beach by stage to the channel above Empire, and then by boat. Not an inviting trip at best. The other route, from Eugene to Mapleton, on the Siuslaw, by stage, thence down to Florence by boat, thence by the beach and boat, and by the Drain route, has been shortened by taking the new Southern Pacific line from Eugene to Cushman, thence by boat to Florence and down the beach.

Whichever way the passenger now travels he will, especially in wet weather, wish he had taken another route, save possibly when a fair trip is made by steamer to or from Columbia river points. Most of the travel

other horrible things. Of course these reports are not comforting, even though many of them are largely the creative work of sensational writers. Preventive measures to guard public buildings and records are rigidly enforced in Washington this winter.

Conway Buys Port Bonds

(Gold Beach Globe)

L. Kepp, of Port Orford, the oldest hotel man in Oregon, was a county seat visitor since our last issue.

Wm. Candler, the Pacific Paper Co. salesman, was calling on his customers in town last week.

A. A. Jamieson, assisted by Herbert Unican, brought the Curry County Leader plant as far as Euchre Creek, where it has been stored until the weather settles and the road can be repaired. Under present conditions it is an impossibility to reach Gold Beach from the north with a team.

(Port Orford Tribune.)

Editor S. E. Marsters, of the Gold Beach Globe, passed down the coast since our last issue on his return home from a trip to Marshfield. Negotiations are under way to se-

is now by the Eugene-Cushman-Florence route, which necessitates nine or ten changes and entails travel by rail, boat, auto and wagon. As some of the changes are likely to be made in the dark, for the trip along the beach can be made only at low tide, it is tiresome even in fair weather. In rough weather it is vastly worse.

Yet nobody can be blamed. The mail contractors and owners of stage and boat lines have done even more than could reasonably be expected of them, for there never has been traffic enough to pay to build hard-surface roads from the interior, and the beach road is changed by every tide. In the dry season, when all roads are passably good, it is rather a pleasant trip by auto from Roseburg, and a big travel by the lighter machines has gone that way. It is not a safe venture for large, heavy cars.

Now the end to all of the hardships of the past is in sight, because the new Southern Pacific line from Eugene to Coos Bay will be in operation some time this spring. There will be only one change, a mile ferry trip across the Umpqua above Gardiner but the bridge at that point will be completed by early fall and then the fetters that have hampered and bound Coos County since the first white settler went there will be broken.

That Coos has built up a population of over 20,000 people under such a handicap in the way of transportation is evidence that it is a country rich in resources. From the three foremost industries—lumber, coal and dairying—Coos will develop wealth enough and have people enough in a decade or so to mark it as one of Oregon's richest and most populous counties. The dairy business alone is an excellent example. Coos has now more than 10,000 dairy cows. It is doubtful if any county in the Northwest has so many cows that will average in grade with those of Coos. The Coos dairymen are not of the hit-and-miss sort. They are breeding up, all the time, as is evident in their 300 or more registered sires.

Dairymen and experts have learned that in no section of the United States can a cow be kept so little as in Coos if we except a few sections along the coast in Oregon and Washington. Yet no other section has ever shown the average net earnings of the dairy cow to be so high as in Coos.

Coos has the largest sawmill in the world, which lays its lumber down on San Francisco Bay for a carriage cost of 86 cents a thousand feet. Others will no doubt be built of equal capacity and with equal carrying cost. Coos Bay, it must be remembered, offers almost ideal shipping facilities. The harbor is one of the largest and finest along the coast. Already there is a large and prosperous shipbuilding plant there and others are bound to come, with other manufacturing plants.

There is untold wealth of Coos coal. But why go farther? Coos is coming into its own. With the advent of the Southern Pacific company's road there will be such developments down there as but few of us have dreamed of, but which the good people of that section fully merit. They have waited long and patiently for connection by rail with the outside world and they have labored as they waited. Now can be seen the dawn of an era of prosperity which they so richly deserve.

The New Adventures of J. Rufus Wallingford, "A Transaction in Summer Boarders" (Episode No. 8—Two Parts.)

The newly-rich and simpering Mr. Charles Algernon Swivel is fussy and flirty and a conspirator. He is a member of a clique of criminal financiers who have caused the ruin and death of the father of Violet and Fanny Warden, who, in turn, are being aided by J. Rufus Wallingford and Blackie Daw in their endeavor to regain a part of the stolen fortune.

Again Wallingford invests five thousand dollars—value received, in the "Pine Lake Hotel." Aged, dilapidated, God-forsaken Pine Lake, with its oily swamp and an over-abundance of the infernal pest, mosquitoes. This was the luscious lemon into which Wallingford wanted Alpernon to bite. Bite he did—Forty thousand dollars' worth.

How the Prancing Pink Pretties, a stranded theatrical troupe, with Miss Tottie Vorhies, later Mrs. Charles Algernon Swivel, as star,

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

Port of Umpqua Commission votes \$200,000 bonds to construct a jetty.

Coos county commissioners plan \$25,000 addition to Court House.

25 out of 30 saw mills located on Columbia and Willamette rivers in operation.

Baker—Gold running \$500 to the ton uncovered in Carroll mine.

Portland—Union stock yards to have a new building, cost \$150,000.

Railway employes vote to demand 25 per cent increase in pay and are opposed to arbitration. Strike will tie up every road in the United States, 528 different lines.

Plans are being drawn for \$100,000 hotel at Gearhart.

S. P. Co. begins electrification of West side line from Whiteson to Corvallis, cost \$800,000.

North Bend—Oregon Wood Products Co. grows from 6 men to 23 men on its payroll in a month.

Heppner is to have a creamery.

Eugene—Ralston steel Car Co. of Ohio lets contract to Booth-Kelly mill for 9,000,000 feet of lumber with which to build 2,000 freight cars for S. P. Co.

Bend—Lang & Co. of Portland buys site for wholesale grocery warehouse.

Medford now expects to get a beet sugar factory.

Portland estimated population at present 281,000.

Baker—Portland concern will operate \$15,000 gold dredge on Burnt river.

Oregon City—Crown Willamette Paper Co. plans to build homes for those of its 850 employes who wish it.

A creamery is planned for Stanfield.

Brickettes may be manufactured from waste at Florence mills.

A carload of peppermint roots was shipped from the surrounding country to Albany last week.

Kennewick, Wash. Mar. 6. Motor stops when two brothers tried to cross track ahead of fast train—both killed. Grants Pass, Ore., Mar. 7. Nervous driver tries to speed over crossing ahead of train—one killed, one dying. What use are laws, regulations, block signals, etc., when people persist in trying to beat a train at crossings?

U. S. Nat. Bank plans to build a \$250,000 structure in Portland.

Cold storage plant for handling deep sea fish proposed for Coos Bay.

Refining plant to handle Silica deposits, discovered near Oregon City, to be built.

Petitions are out for \$700,000 bond issue to construct 40 miles of hard surface road north and south through Lane county.

Jitneys ask for franchise to run between Oregon City and Portland when weather is good again.

Plans are being drawn for many Oregon bridges.

Reports say that electric line will be built from Salem to Bend via Mill City and Minto Pass.

Roseburg will buy chemical fire State 2 truck.

Astoria is opening bids for much street improvement work.

Hillsboro Creamery Company enlarges to manufacture butter.

Roseburg—Association formed to promote interests of fruit growers in Garden Valley.

Sawmill is active near Sandy.

Marshfield—McCleay estate pays \$11,000 for Coquille River fishermen's co-operative cannery.

Milwaukee council votes to buy out local water company.

gave the "Pine Lake" an air of something it wasn't, and how "Onion" Jones developed smallpox, cholera and leprosy at the one time in order that Pine Lake might be rid of its undesirable guests, is a very laughable bit of comedy.